

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7090

號一十月八年元統宣

FRIDAY, SEPTEMBER 24, 1909.

五拜禮

號四十月九年其港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS—
Sterling.....\$15,000,000
Silver.....\$15,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bandow, Esq.
R. G. Barrett, Esq.
G. S. Gubbay, Esq.
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C. R. Lumsden, Esq.
R. E. Shallen, Esq.
R. Shaw, Esq.
H. A. Siebs, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000
RESERVE FUND.....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per cent. per annum on the daily balance.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,250,000
ABOUT MEX \$7,222,222
RESERVE FUND.....GOLD \$5,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 3 months 4 per cent. per annum.
For 6 months 4 1/2 per cent. per annum.
For 12 months 5 per cent. per annum.

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 4,125,000 (about £310,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pacalangan, Pasoerossen, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Achess), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 1/2 per cent. on daily balance.
Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do. 6 months 4 per cent. do.
Do. 3 months 3 1/2 per cent. do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,900,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHIO, CHIEFOO, TIENTSIN, KOBÉ, PEKIN, NEWCHOWANG, OSAKA, DALNY, SAN FRANCISCO, LONDON, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, HONOLULU, LIOYANG, BOMBAY, MUKDEN, SHANGHAI, TIE-LING, HANKOW, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

On fixed deposits:—
For 3 months.....4 1/2 per cent.
For 6 months.....5 per cent.
For 12 months.....5 1/2 per cent.

TAKAO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 11th January, 1907.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshauer & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypotheken und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907.

Intimations.

THE SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen's underwear a speciality, also the well-known W. B. Corsets, Ladies' and Children's Shoes, and Canton Embroideries.

The REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.

Hongkong, 31st August, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1909.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALI Capt. A. T. Cabitt	Noon, 25th Sept.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	About 30th Sept.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA Capt. B. W. H. Snow	Noon, 2nd Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. P. Martin, R.N.R.	About 6th Oct.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 24th September, 1909.

Intimations.

NOTICE.

THE NEW LIQUOR DUTIES. LANE, CRAWFORD & CO.

HAVE NOT advanced their price of Liquors
AND
WILL NOT do so until their existing stocks are exhausted.

REGULAR RETAIL CUSTOMERS
will be supplied at old rates until further notice.

WHOLESALE QUANTITIES
CANNOT BE SUPPLIED.

LANE, CRAWFORD & CO.

Champagnes, Sherries, Madeiras, Ports, Burgundies, Claret, Hocks & Moselles, Brandies, Gins, Whiskies, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants,
15, Queen's Road Central.

Hongkong, 1st September, 1909.

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

HOTEL CRAIGIEBURN.

PLUNKER'S GAP, the PRIZE, near the TRAIN TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,161 Tons, "FATSHAN" 3,160 Tons, "KINSHAN" 1,995 Tons, "HUENSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 1,88 Tons, and "NANNING" 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamer "Lianan" and "Sanul". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 26TH SEPTEMBER, 1909.

The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD.

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and
Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMBAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 119.

Telegram "Astor."

(14)

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"DERFFLINGER"..... Capt. E. Zecherhae	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL. BOURNE	"PRINZ SIGISMUND"..... Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA AND KOBE	"CORLENS"..... Capt. H. Raegener	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd September, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	.....	Costa	.....27th Sept., P.M.
MARSEILLES, VIA PORTS	.....POLYNESIM	.....	.....28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	.....TOURANE	.....Lancelotti	.....11th Oct., P.M.
MARSEILLES, VIA PORTS	.....QCRANIER	.....Sallier	.....12th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22nd September, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 1 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

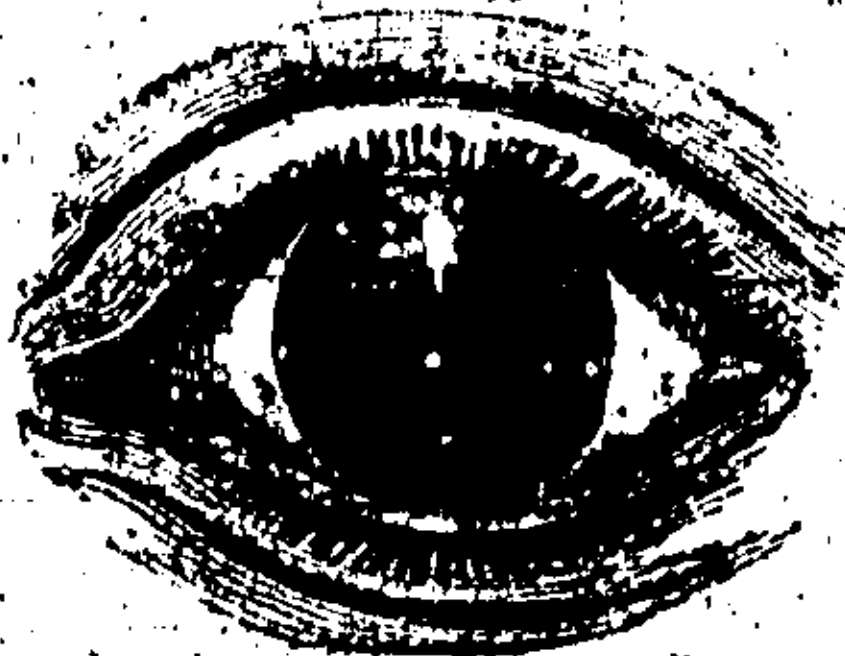
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamou.

For further particulars, please apply to the COMPANY'S OFFICE at Shamou, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Detective Sight," free.

LONDON

CALCUTTA

SHANGHAI

1, John Street, Bedford Row, W.C.

59, Bealack Street

166, Nanjing Road

Established 40 Years 1860

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
(IN COURSE OF CONSTRUCTION.)		
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 22.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 20th March, 1903.

To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godown.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 15th September, 1900.

TO LET.

158, PRAVA EAST.

Apply to—

JARDINE, MATHESON & Co., LTD.

Hongkong, 22nd September, 1900.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1900.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPAGNIE DÉPOTEMENT, E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 11th September, 1900.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 20th May, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 169, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1900.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1900.

WHAT IS!

HOW WE GOT STOPS AND LETTERS.

"Io" is the Latin word for an exclamation of joy, and our note of admiration is nothing but this old word arranged in rather different fashion—thus I over O. Just as simple is the origin of our interrogation mark. Quæstio is the Latin for question. But this word was too long to insert bodily, so became abbreviated to its first and last letters Q over O. In one European language—Spanish—both these signs are used at the beginning, instead of at the end of a sentence. The Spaniard will tell you that this is in order to prepare anyone reading aloud to take the proper tone.

Another sign which we use every day in writing, and which we probably never consider the origin of, is O/O, meaning per cent. This is also extremely simple. Oo stands for centum, or hundred. A line drawn between the two noughts gives the exact meaning of "through a hundred," "per" being the Latin for "through."

PUNCTUATION CAPITALS AND ITALICS.

In some early English manuscripts there is no punctuation at all, no capitals, and no italics. Yet some system of punctuation was known to the Greeks 20 centuries ago. It was not, however, till the introduction of printing that punctuation became usual. The Mantuan firm, of Venice, first employed it, about the year 1490. The first English book in which all the stops we use to-day appeared is Sir Philip Sidney's "Arcadia," printed in 1587. Capital letters came into use about the same time.

Towards the end of the 15th century a book was written upon the art of reading a printed book. There were at the time so many abbreviations in use that learning to read was a much more serious matter than it is to-day. The famous Venetian printer, Aldus Manutius, invented italic letters, which gained their name from his dedicating them to the Italian States. In this way he got rid of most of these abbreviations. The first book in which italic appears is the Aldine "Virgil," printed in 1501.

People who are unable to write, generally append the mark of a cross—X—as their signature. This custom, which has come from very early times, was not originally confined to illiterate persons. The Empress Justinian decreed that the sacred symbol appended to any document should have the force of an oath. So, for centuries it was the practice for those signing any writing to make the cross mark before signing.

ORIGIN OF THE ALPHABET.

Our alphabet probably had its home in Crete, and is a good deal older than was once imagined. Professor Arthur Evans and Flinders Petrie unearthed a few years ago in Crete, an alphabet which dates from at least 2000 B.C., and may be a good deal older. It was found among the remains of the wonderful palace of King Minos, on a series of clay tablets. Without any doubt, the letters are those from which our present ones were derived. The Cretan letter O, for instance, is identical in shape with the modern O. So are the letters N and I; while many others are very similar in form to their counterparts of 1900.

The Phœnicians—so constantly mentioned in the Bible—had an alphabet similar in many respects to the Cretan. With them, each single letter had a special meaning. A, for instance, did not stand for "ass," as it does in the modern spelling book, but meant "ox;" B or "both," as they called it, meant "house;" E—always pronounced by them in Cockney fashion as "he"—implied "window;" F was a peg or hook.

NUMERALS CAME FROM ARABIA.

Our numerals of to-day came from Arabia, and were brought by the Moors to Spain. They were originally geometrical figures—1, 2, 3, 4, and so on—each figure up to 9 having in it as many straight lines as it implied numbers. In course of ages they have come to be written in their present form. Nations who had not this simple system were reduced to using letters for numerals. Many more letters were used than those at present employed in Roman notation. H in mediaeval Roman stood for 200, G for 400, and — over G for 400,000. In those days N was 90, and 90,000 when a line was drawn above the letter. In Phœnician, T, meant 100; while Q was 500.

Intimation.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins by all Chemists, etc., everywhere.



WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being firm published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sai Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tau Kol.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light Houses.

F. G. FLEMING.

Sept 24 1900.

Intimation.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**AERATED WATER
MANUFACTURERS.**

SPECIALITIES:

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**PALATABLE
AND
REFRESHING.**

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FRUIT SYRUPS**

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

**A. S. WATSON & CO.,
LIMITED.**
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [18]

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 24, 1909.

SINGAPORE.
AS A NAVAL BASE.

Mr. D. I. Macquay writes a long letter to the *Times* traversing an article in that journal, on "An Imperial Cruiser Squadron." It was recommended that Canada should make the Pacific Coast the sphere of her naval supremacy. But the nearest British port is 6,700 miles away at Hongkong, the route being commanded by Japan and America. He writes:—

The connection of the Canadian Fleet with the rest of our naval forces would therefore be entirely dependent in war on the good will of the only Power who, for very many years at least, can possibly threaten her Pacific coast. In a war with the United States, a Canadian fleet, placed as you suggest, would be at once isolated. In a war with an East Asian Power, the naval defence of the west coast of North America can best be carried out by a fleet operating from Singapore and Hongkong. In any other war (in which Canada's Pacific coast of shipping near it would not be threatened) her fleet would be disadvantageously placed for rapid support of any other part of the British naval forces.

Your suggestion for a cruiser squadron connecting, and manoeuvring with, the South African, Australian, and Canadian Pacific Fleets, is eminently sound in principle. But, owing to the very weak basis from which you start—the immediate creation of weak, scattered naval units—it is surely too wide and loose for practical application. A cruising range of 14,000 miles would evidently entail enormous expense, and very "intermittent" training, especially as regards the terminal units. Your cruiser squadron would also occasionally run the risk of isolation with the Canadian unit. The method you advocate would again be better applied if the Canadian naval forces

were in the Atlantic, not the Pacific. The Canadian Fleet could then manoeuvre with their natural war comrades, the Atlantic Fleet and Cruiser Squadron; whereas, the squadron you suggest could devote its attention to the Australasian and South African units. This would secure cheaper and more constant training and better strategic disposition of the total Imperial naval forces. I suggest that this strategic disposition would be still further improved if the connecting fleet were based on Colombo and Singapore. A fleet so placed, while it could manoeuvre with the Australasian and South African units, would itself occupy a strategic position of the first importance, both as regards the Pacific and the protection of all our Far Eastern and Australasian trade.

SINGAPORE THE KEY OF STRATEGY.

The Singapore position is, indeed, the key of our modern strategic problems. A strong fleet—not merely a cruiser squadron—in the North Indian Ocean would deal directly with the Pacific problem, inasmuch as it affects the West Coast of Canada, the Australasian Provinces, and India. It would evidently simplify the Indian problem, especially if balanced by expeditionary forces in the self-governing provinces. And in conjunction with these forces, it would as evidently nullify the reciprocal influence of the Indian, Pacific, and European problems on each other. I have discussed this matter in a recently issued pamphlet, I treat the whole question, however, from a somewhat different point of view to that which you take. You lay down as a principle already established, that the British naval development of the future will be on lines of local navies. This is very possibly the policy of the future. But does that necessarily mean that it should be the immediate policy of the present? You insist that the first step must be the creation of local fleets. Here it is that many will think you fail. Colonial fleets, for many years at least, can only be extremely weak naval units, badly placed strategically, and wasteful as regards both local and Imperial defence.

The question, as I look at it, is this. During the time which must elapse until colonial resources in money and in naval personnel can be sufficiently developed to admit of the maintenance of local fleets of practical value, and during which the Empire in general can devise some method of co-ordination of central and local naval control, could not the initial efforts of the Colonies, if combined with the resources of India, be utilized for the solution of present strategic problems and in such a manner as to establish a basis for the naval evolution of the future? The first step necessary, I suggest, is not the creation of insignificant local navies, but the concentration of colonial effort, as regards construction, on an amalgamated fleet so placed as to give real protection to all British territory touching the Pacific or Indian Oceans. At the same time, the development of colonial resources in naval personnel should be proceeded with as rapidly as possible.

THE INFLUENCE OF INDIA.

The one naval position in the world which satisfies modern conditions of colonial and Indian defence is not "European seas" or on any colonial shore, but in the North Indian Ocean. It is there that we should create a supplementary Imperial Fleet—not only as a defence, but as a preventive of war. The efforts of the Colonies should be supported by the resources of the Mother Country and of India. What form this support might take, and how Colonial and Indian interests can be balanced, I have discussed in some detail in the pamphlet referred to. I will not trouble you with my suggestions here, further than to point out that, as India is a strategic factor of the highest importance in the Empire it is vain to expect any reasonably correct solution of any general problem of Imperial defence, even naval defence, without very carefully weighing her influence on our strategic requirements and resources. Of India you make no mention whatever in your scheme. The influence of India on Imperial defence is even greater than it is on any other matter of the interior economy of the Empire; she herself furnishes one of the gravest problems of Imperial defence, and one that has a very aggravating effect on other modern problems. This alone is a reason why she may justly be called on to assist in bearing the increased burden which these modern problems make necessary. Moreover, from a strategic point of view, how can any efficient scheme be devised, if the self-governing provinces are alone considered? Without India, at least half the Empire is strategically disjointed. Any scheme which merely considers the disjointed parts will be so loose as to have little practical value. For instance, your neglect of India, and the influence she could have on the defence of the West Coast of Canada, accounts to a large degree for the looseness of the scheme you have proposed.

Emphasis should be placed on the fact that there is nothing in a policy of concentrated effort to-day which precludes a future policy of local navies, when the resources of the Colonies are more suited to the maintenance of naval forces. Twenty years hence it may be desirable and practicable to develop such a policy to a far greater extent than is at present advisable. Local fleets working on a strong pivot will be a very different thing to the weak unconnected forces possible to-day. The first thing to do is to establish the pivot. A battle fleet based in the North Indian Ocean is a supplementary pivot evidently required east of Suez. With that established, we can look with some equanimity on the next twenty years, and easily evolve, as you suggest, "some progressive plan of action not merely suited to the requirements of the hour, but such as will lead the way in time to systematic and efficient combination for naval purposes throughout the world."

LOCAL AND GENERAL.

CABLE communication with Macao is interrupted.

MESSRS. McAlister and Co. have received advice from the manager, Ragalla Estate, that the crop of dry rubber for the month of August is estimated at 1,100 lbs.

WITH his wisted enterprise Mr. Moo Cheung has brought out a fine photograph of the group at the Viceroys' luncheon on the occasion of the Governor's recent visit to Canton.

FINES of \$30 and \$5, respectively, were inflicted on two shop-keepers of Jardine's Bazaar at the Police Court this morning for using false scales. Inspector Gourlay prosecuted.

TWENTY-FIVE dollars was the penalty Yung Yik Po, a passenger on the *Shan Lai*, had to pay for importing 194 rounds of shot gun ammunition and five boxes of caps without a licence.

At the Criminal Sessions this afternoon, a unanimous verdict of "Not guilty" was entered in respect of one of the prisoners in the piracy case and he was accordingly discharged. With regard to the other prisoner, the jury found him guilty of receiving goods and was sentenced to two years' imprisonment with hard labour.

THE prisoner who was discharged by the Chief Justice at the Criminal Sessions yesterday as the result of an application for a writ of *habeas corpus*, was re-arrested shortly after his release and appeared at the Magistracy this forenoon on a charge of armed robbery on the 27th January of last year within the jurisdiction of China. Mr. Otto Kong Sing appeared for the prisoner and the case was remanded.

It was at Lagos, and the jury were waiting to be sworn in, when it was discovered that there wasn't a bible in the place. Messengers were sent out to try to procure one, but with no success. At last one came back with a book and a message from the owner that it was the nearest he had to the Bible and that probably it would do. The jury were solemnly sworn upon it, and they afterwards convicted five negroes. The book was "The Sorrows of Satan."

CANTON DAY BY DAY.

APPROPRIATION FOR THE NAVY.

[From Our Own Correspondent.]

Canton, 23rd September.

It has been reported that the Canton Government has promised to appropriate a sum of three hundred thousand taels from the Provincial treasury towards the funds for the re-organisation of the Chinese navy. It is now learnt that the Canton Government undertake to provide a like sum of money for a period of four years commencing from this year to make up the total of one million two hundred thousand taels as Kwangtung's contribution towards the re-constitution of the navy, besides a sum of two hundred thousand taels to be remitted to Peking annually for its maintenance. The Viceroy has given instructions to raise the required amount from the various official departments to be ready for remittance to Peking when due.

EX-PROVINCIAL TREASURER.

On inquiry it is ascertained that the ex-Acting Viceroy of Canton, H. E. Wu Seung Lum, did not leave on the 21st instant as reported, though his departure was announced to take place on that day and his luggage had been taken on board the gunboat in the morning ready to be sent to Hongkong en route for Shanghai. H. E. Wu's sudden postponement of his departure was on account of indisposition. He has been under medical attendance for over a fortnight and is now gradually improving. H. E. Wu will not leave here until he has completely recovered.

APPOINTMENTS.

A rumour is current in the official circles here that the present Commander-in-Chief of the Land Forces in Kwangtung, Chun Ping Chik, will probably be given the appointment of Governor and that the Brigadier General, Ng Chung Tat, will be appointed his successor.

SERIOUS CHARGES AGAINST CHINESE WOMAN.

CASE AT THE MAGISTRACY.

At the Magistracy, this morning, serious charges were brought against a Chinese woman of the under-world, residing at No. 9, Wanchai Road. The charges were (1) Obstructing a policeman (Sergeant Appleton) in the execution of his duty with intent to prevent the lawful apprehension of one Tam Pak at No. 9, Wanchai Road on the 23rd inst. and (2) receiving the sum of \$200, knowing the same to have been stolen. The story shortly stated is that some time ago, a Bank draft of a certain firm in Bonham Strand was discovered to be missing, and suspicion fell on a friend of the woman, who is alleged to have visited defendant and frittered away the money on her. The woman appeared in the Police Court this morning and the case was remanded.

INTERPORT SWIMMING CARNIVAL.

V. R. C. AQUATIC.

FIRST DAY.

The Victoria Recreation Club held their annual aquatic sports yesterday at the Club's enclosure. The day turned out to be an ideal one and the first day's fate of the meeting was an unqualified success. The Club building was well decorated with bunting, the credit of the pretty effect being due to Mr. C. Leabriel, Steward of the Club. To provide additional accommodation for the large number of spectators present galleries were erected on the praya wall and the slipway while a lighter moored westward effectively enclosed the water at the same time as it provided increased accommodation.

This is the first year that an Interport swimming contest has taken place in the Colony and the enthusiasm which the meeting evinced fully justified the fixture which, it may be hoped, will be made an annual event.

The most interesting events of the day were the 100 yards Interport Championship, the honours of which went to Hongkong first and second places, and the Half-mile Interport Championship which was won after a splendid race by R. W. MacCabe of Shanghai, C. J. Cooke (Hongkong) being second. The handicap events of the Club were very good throughout, all the finalists being excellent. The only event of the day which could not be decided by the judges in the High Dive, the merits of which were considered by Mr. G. A. Caldwell (Hongkong) and Mr. P. Fowler (Shanghai). The point of variance between the respective judges was the application of the rules. It was contended by the Shanghai Captain that the National Association rules should prevail, while the Hongkong judge held that local conditions should apply. According to the former contention D. H. Cooke (Shanghai) should receive the award; and by the application of the latter standard the verdict should unquestionably go in M. A. R. Souza's favour. As the judges could not reach a decision, it was referred to the Committee, of whom a meeting will be held to arrive at a satisfactory award.

The officials were: President—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; Chairman—Mr. A. Russell, Hon. Treasurer—Mr. C. D. Siles; Hon. Secretary—Mr. Frank Lammer; Judges—Messrs. M. McIver, H. B. Bridger, J. Rodger, A. N. Kemp and L. E. Lammer; Referee—Mr. G. A. Caldwell; Starter—Mr. T. Meek; Handicappers—Messrs. T. Meek, A. S. Alves, A. C. Claxton, A. H. Carroll and H. C. Sayer; Official Time-keeper—Messrs. R. Galluzzi and W. A. Crane.

100 YARDS INTERPORT CHAMPIONSHIP.—Four started in this event, Humphreys and Claxton representing the Colony, MacCabe and Prince for Shanghai. All started off well. Humphreys having a slight lead from the others and when they were on the second length it could be seen that Humphreys would carry the honours. At the third length Humphreys had a good lead, and the other three struggled hard to get close, but their efforts proved unavailing. Humphreys won with a comfortable margin; the fight for the second place was an exciting one, MacCabe, Prince, and Claxton going at it, and resulted in a win for Claxton by a strong touch.

C. Humphreys (Hongkong) 1
A. A. Claxton (Do) 2
R. W. MacCabe (Shanghai) 3
E. Prince (Do) 4
Time: 55 3/5 seconds.

TWO LENGTHS (Open to Army, Navy and Police).

G. Burch, R. G. A. 1
Cop. T. A. Burke (Buffs) 2

Time: 46 1/5 seconds.

There were five starters for this race. Burke led all the way, but at the finish Burch managed to win by a touch.

FOUR LENGTHS HANDICAP.—First and second in each heat to swim in final.

1ST HEAT.

A. H. Remedios (Scratch) 1
A. H. Carroll (Owes 4 Secs) 2

Time: 1 minute 42 seconds.

In this heat Bunji (receives 21 seconds) had a lead of about a length and some expected he would win. At the fourth length, however, the result was evident, and Remedios won easily.

2ND HEAT.

H. C. Sayer (Owes 6 seconds) 1
A. V. Barros (Owes 6 seconds) 2

Time: 1 minute 44 seconds.

Five started in this heat. Sayer overtook the quartet at the third length and was closely followed by Barros, with Barros coming up well. Close to the finishing point Sayer dashed ahead and won by a good margin. Barros lost ground by a touch from Rozz. Barros lost some distance in dodging Rozz, otherwise he might have captured first place.

HIGH DIVE INTERPORT CHAMPIONSHIP.

The following entered for this event:—A. Marsh (Buffs), C. Harrop, D. H. Cooke (Shanghai), T. L. Loxton, R. W. G. Goggin, G. Collins, R. G. A. R. Ellis, M. A. R. Souza, W. Coombes (H.M.S. Kent), F. B. Silva, C. A. W. Ferrier, C. W. Mayne (Shanghai), McAlister, R.S.A.

This event could not be decided by the judges to their satisfaction owing to the difference in the rules of diving as applicable to local men and the visitors. Some very good diving was seen. The award lies between M. A. R. Souza (Hongkong) and D. H. Cooke (Shanghai).

TWO LENGTHS HANDICAP. Open to Members over 30 years of age.

A. M. L. Soares ("Go") 1
A. A. Alves (Owes 6 Secs) 2

The limit man had the benefit of a comfortable lead, but just managed to win by the narrow margin with Alves a good second.

TWO LENGTHS HANDICAP.—First in each heat to swim in final.

1ST HEAT.

R. C. Fenwick (Dead Heat).
F. L. da Rosa

length; both got in together in the good time of 49 seconds.

AND HEAT.

R. C. Silva (Rece. 10 Secs) 1
O. R. Chodoynt (Rece. 5 Secs) 2
Silva's handicap was too good and it was impossible for the others to catch him up. He won by about 5 yards. Time 50 2/5 sec.

3RD HEAT.

R. C. Wittchell (Scratch) 1
C. Bunji (Rece. 10 Secs) 2
Four started in this heat. Bunji, the Jim-man, had a good lead, which he made the most of; close to the finish, Wittchell put on a grand sprint and just managed to win by a touch in the quick time of 41 seconds.

4TH HEAT.

J. M. Rozz Pereira (Rece. 5 Secs) 1
F. M. Remedios (Scratch) 2
Pereira took the lead from the start and won easily.

Time: 46 7/5 sec.

TEAM RACE—TWO LENGTHS.

L. P. M. Remedios (Capt.), A. R. Ellis, A. J. V. Ribeiro, F. L. da Rosa, P. C. Fenwick, R. Silva, C. Bunji and H. J. White.

2 H. C. Sayer (Capt.), A. S. Ellis, W. G. Goggin, M. A. R. Souza, F. J. Barretto, H. W. Peterson, A. A. Alves, W. J. Carroll.

The winning team won easily.

HALF-MILE INTERPORT CHAMPIONSHIP.

R. W. MacCabe (Shanghai) 1
C. J. Cooke (Hongkong) 2
F. S. Rose (Do) 3

Time: 16 minutes 21 sec.

Eleven competitors started in this event and to parties were well represented as follows:—Hongkong: C. J. Cooke, J. M. Rozz Pereira, E. C. S. Rose, A. V. Barros, W. Dusk and P. Morris. Shanghai: R. W. MacCabe, D. H. Cooke, C. W. Mayne, J. Robinson and P. Fowler.

Shanghai's nominations were their crack man (R. W. MacCabe) and G. J. Robinson, the others entering the water, apparently, because of the strong representation Hongkong put in. The visiting Captain never seriously attempted to contest the honours, swimming the breast stroke for the first length only and giving up the race when he reached the red tape. From this stage onwards he was keenly watching and directing his men, evidently placing amply justified confidence in MacCabe to carry the blue ribbon for the Northerners.

All started off well. MacCabe, D. H. Cooke, and Pereira took the lead, with the rest all in a bunch behind. MacCabe, of Shanghai, kept on increasing his lead length by length. In the third length many dropped behind and MacCabe was in front with Rose second and C. J. Cooke and Robinson together following. This position was maintained till the sixth length, and soon C. J. Cooke came level with Rose, with Robinson close behind. After this there was no doubt as to the issue of the race. Hongkong's hopes waned and MacCabe's lead assured. In the finishing length, Cooke sprinted to catch MacCabe but his Northern opponent was too good for him. MacCabe put on a grand sprint and finished in fine style quite four yards ahead of C. J. Cooke. This swimmer was enthusiastically cheered by the spectators and as he entered the enclosure met with a spontaneous popular ovation. The honour was well deserved.

SECOND DAY.

Beautiful weather again favoured the second day's events at the Victoria Recreation Club this afternoon. The same keen interest was shown by the large concourse of spectators and some good sport was provided during the afternoon. Following are the results up to the time of going to press:—

HURDLE RACE, HANDICAP. (Members only) 4 Heats.

1ST HEAT.

J. M. R. Pereira 1
R. A. Carvalho 2

Time: 49 sec.

2ND HEAT.

R. C. Wittchell 1
A. V. Barros 2

Time: 46 sec.

3RD HEAT.

F. L. Rozz 1
Time: 50 4/5 sec.

The others did not finish.

4TH HEAT.

A. J. V. Ribeiro 1
A. H. Carroll 2

Time: 53 1/5 sec.

PUNGING INTERPORT CHAMPIONSHIP.

F. M. Rozz Pereira (57 ft.) 1
R. C. Wittchell (57 ft. 2 in.) 2

P. Fowler (Shanghai) (55 ft.) 3

Boys' Race. 2 Lengths Handicap (Open to all boys over 15 years of age).

J. Cruz (Owes 13 Secs) 1
L. Souza (Owes 7 Secs) 2

Time: 52 1/2 sec.

TEAM RACE, Shanghai vs. Hongkong. 8 men a side. One length.

Hongkong won by about five yards.

Time: 50 4/5 sec.

A HEAVY PENALTY.

\$30 FINE FOR FALSE WEIGHING MACHINES.

An extremely smart discovery was made on board the *Fukui Maru* the other day, for which credit is due to Inspector D. Gourlay (Inspector of Weights and Measures). It appears that shortly after the arrival of the Japanese steamer, the inspector boarded the steamer and in the course of an examination discovered that a number of the weighing machines on board were false. There were seven machines altogether, of which four were found to be short-weight. There was a consignment of Japan coal to the order of Messrs. Hughes and Hough which were being discharged from the ship after being weighed in the false instruments; which, however, were soon detected by the experienced eye of Inspector Gourlay, who at once took possession of the machines and arrested the party responsible for them. This morning, the latter appeared before Mr. F. A. Hissland (First Police Magistrate), who imposed the maximum penalty of \$300 on the delinquents.

THE MERCANTILE BANK OF INDIA, LIMITED.

INTERIM DIVIDEND DECLARED.

We are informed by the local manager, that he is in receipt of telegraphic advice from his London Office that an interim dividend of 6% per annum free of income tax will be paid on the A & B shares of the Bank for the past half year to 30th June, 1909.

THE BULLER WRIGHT CASE.

FORMAL PROCEEDINGS.

In the absence of Mr. H. H. Fox, acting Consul-General, Mr. Giles, vice-consul, presided at H. B. M. Consular Court at Canton yesterday, when formal proceedings were opened in connection with the case in which Mr. W. Buller Wright, late chief accountant of the Canton-Kowloon Railway (Chinese section), is charged with the alleged misappropriation of certain funds of the Railway administration. The charge was preferred by Mr. Frank Grove, engineer-in-chief, who alleges that accused did, "on the 14th September, 1908, and again on 30th December, 1908, transfer without authority from his official account standing in the name of the Chief Accountant of the Canton-Kowloon Railway in the International Banking Corporation at Canton, to his private account in the same Bank the sums of \$5,000 and \$3,000 as is shown by the Bank statement," and he further charges the accused with fraudulently embezzling the said sum of money, the property of his employers.

After formal evidence had been taken the case was remanded until the 27th inst., at 10 a.m., bail being allowed in two sureties of \$10,000 each.

Mr. Wright is at present lodged at the Victoria Hotel, Shamcen, in charge of a petty officer from a British gunboat, in the absence of the Consular constable.

THE HABEAS CORPUS CASE.

MAGISTRATE TAKES EXCEPTION TO CHIEF JUSTICE'S JUDGMENT.

At the conclusion of the Criminal Sessions this afternoon, Mr. C. T. Alabaster drew the attention of the Chief Justice to a certain paragraph of the judgment delivered by His Lordship yesterday in the case in which an application had been made for a writ of *habeas corpus*. It may be remembered that in June last, a Chinaman was arrested on charges of armed robbery and murder in China. On August 10th, after innumerable remands, prisoner was discharged on the charge of murder. The Court on that occasion sat within the precincts of the gaol and not in the customary Court. Immediately after he had been discharged and while still in custody at Victoria Gaol he was re-arrested on the charge of armed robbery. His Lordship held that the proceedings were not in order and accordingly discharged the prisoner.

Mr. Alabaster said that the paragraph to which objection had been taken, was the one which said: "Apparently the second remand was in order that another warrant should be served upon defendant," etc., and that the word "warrant" should not have been used, as a result of which the magistrate felt rather hurt.

The Chief Justice expressed regret that any misunderstanding should have been caused and agreed to amend the paragraph in question.

After some discussion, Mr. Eldon Potter, on behalf of the prisoner, applied for an adjournment for further argument. The application was granted and the question will be considered in Chambers.

THE FILIPINOS IN HAWAII.

The exchanges bring us two very interesting contributions to the discussion caused by the importation of Filipino labourers to the sugar plantations of Hawaii, says the *Manila Times* of the 20th inst. The *Seattle Post-Intelligencer* sees in it a benefit for the Philippines in that the process will serve to train workmen for the plantations of the future. Here is its comment on the matter: "The Filipinos who go to Hawaii will probably develop greater industry than they even exhibited at home, and a considerable share of them may become valuable labourers. Incidentally, it is quite probable that the knowledge that they will obtain of modern methods of cultivating sugar cane will help toward the enlargement of the sugar-growing industry in the Philippines, when the Filipino labourers return home after a few years' employment in Hawaii." Referring to the above statement the Commercial Adviser of Honolulu had the following to say: "The Filipinos have already developed greater industry here than they ever did at home. They are accounted good workmen. The same is true of the Porto Ricans and the Azoreans. Climatic reasons have something to do with this; better pay has much to do with it; but an important reason is that there is a busy environment here—that is, as compared with the home environment of the insular Latio. The motto of most tropical countries is never to do to-day what can be put off until to-morrow, but Caucasian energy has changed all that, at least in the conduct of industrial enterprises. There is a contagion in work as well as in idleness; and a Filipino at home surrounded by lazy and shiftless neighbours, is a very different man from the Filipino in the whining sugar mills and bustling cane-gangs of Hawaii. The change wrought among the Portuguese who have been here a long time can best be observed by men who visit the Azores and compare them with the people they left behind. And the same is true of more recent comers, the Porto Ricans." There is probably a great deal in what both these newspapers have to say, but for our part we would prefer to see our workmen kept at home and developed here to those better things that they have shown themselves capable of.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

DISTURBANCE IN KIANGSI.
DISTRICT CITY HELD UP.

[By courtesy of the "Sheung Po"]

Nanchang (Kiangsi), 23rd September.
There is a rising in the I-chun district, in the Province of Kiangsi.

The rioters have held up the district city and attacked the garrison.

The casualties in wounded on the part of the Imperialists are few in number; there is a shortage in the food supply of the city.

A telegram has been sent to Governor Kuang U-kwai urging the despatch of reinforcement.

NAVAL REORGANISATION.

CANTON'S CONTRIBUTION.

[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Viceroy Yuan Shu-hsun of Canton has agreed to contribute to the Naval Reorganisation Funds a sum of Tls. 300,000 and a yearly grant-in-aid of Tls. 150,000.

A telegram to that effect has been despatched to the Ministry of Finance.

TUNGKUANSHAN MINES.

AGREEMENT TO CANCEL CONCESSION.

[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Great Britain has agreed to cancel the Tungkuanshan mining concession subject to the payment of compensation to the concessionaires.

THE NAVAL COMMISSIONERS.

ARRIVAL AT HANKOW.

[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Prince Shun and Admiral Sah, Naval Commissioners, arrived at Hankow yesterday. They visited the Hanyang arms factory.

THE MANCHURIAN AGREEMENT.

HIGH OFFICIALS' DISSATISFACTION.

[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Almost all the high officials in Peking lay blame on H. E. Liang T'ung-yen, President of the Waiwupu, for the unsatisfactory nature of the agreement relating to the Three Eastern Provinces.

THE OPIUM TRAFFIC.

ARREST OF A CHINESE SYDN V. MERCHANT.

For some time past the police have been vigilant in detecting cases of opium traffic, and on Tuesday night Sergeant O'Dea, of the Regent-street Police Station, after days and nights of careful watching, was successful in landing a well-known Chinese merchant, of Pitt-street, Sydney, on the charge of selling opium, reports the Evening News of the 11th ult. About 6 o'clock Sergeant O'Dea, who was watching the merchant's premises, saw a delivery wagon drive up to the door, and take away two small boxes. The delivery cart went in the direction of the Central Railway Station, and Sergeant O'Dea hastened to the station, and awaited the arrival of the wagon. He had been there only a few moments when the driver arrived, and proceeded to deposit with the railway officials two boxes addressed to Tamworth. Sergeant O'Dea questioned the driver as to the contents of the boxes, but not receiving satisfactory reply, opened them, and found stowed away under some potatoes three tins of opium in each box. Sergeant O'Dea took possession of the boxes, and proceeded to the Chinese merchant's store, where he arrested him, and took him to the Regent-street Police Station.

SHIPPING AND MAILS.

MAILS DUE.

French (Sydney) 27th inst.
Indian (Gauguin) 28th inst.
American (Cebu) 29th inst.

The P. M. S. S. Co.'s s.s. *Siberia* is due to arrive in Hongkong between 4 and 6 p.m., on 25th inst.

The "Ben" Line s.s. *Banader*, from Midland, and London, left Singapore on 22nd inst., for this port.

The Imperial German Mail s.s. *Gulden*, which left here on 24th inst., arrived at Genoa on 22nd inst., at 11 a.m.

The N. Y. K. s.s. *Tokachi Maru*, Bombay Line, left Yokohama for this port on 23rd inst., and is expected here on 29th inst.

The N. Y. K. s.s. *Atsuta Maru*, European Line, left Shanghai for this port on 24th inst., and is expected here on 27th inst.

The N. Y. K. s.s. *Kure Maru*, Australian Line, left Nagasaki for this port on 24th inst., and is expected here on 28th inst.

The O. S. K. s.s. *Tacoma Maru* from Tacoma left Shanghai for this port on 23rd inst., at 4 p.m., and is expected to arrive here on 25th inst.

The N. Y. K. s.s. *Aki Maru*, American Line, left Kobe for this port via Molli and Shanghai on 24th inst., and is expected here on 29th inst.

SAVED BY THE "DORTMUND."

CHINAMAN STRANDED ON ANAMBA.

The German steamer *Dortmund*, Capt. M. Malchow, one of the freight steamers of the Hamburg-Amerika Line, passed the Anamba Islands on September 16th about noon. The S. W. Monsoon was blowing very strong and the sea was very high.

On the outlying rock Topook Nanas, more than 25 miles from the main islands, about 70 feet high and covering about 300 square feet, the chief officer observed a man, standing motionless on the highest peak of the little rock. When the steamer approached the rock within a mile the man waved wildly some green branches, to attract the attention of those on board.

The Captain at once hoisted, and navigated the *Dortmund* to leeward of the rock and ordered a lifeboat to be manned to try to rescue the shipwrecked man. The lifeboat under command of the second officer, Mr. O. Heintz, manned by seven Chinese sailors left the steamer, which was lying about half a mile from the rock. After nearly one hour's pulling against strong current, wind and heavy sea, the boat came near to the rock. But the heavy surf caused by the breaking seas upon the off-lying reefs did not permit the boat to come to land and take the shipwrecked man on board.

The most difficult work therefore remained to be done, for the reefs extend about 40 feet from the rock, and consist of sharp corals, protecting the rocks, on which thousands of sea-gulls and other birds have their nests, and preventing any human being from landing on the bare island under such conditions.

The map on the island several times tried to reach the boat by swimming the short distance, but was always drawn back by the surf of the breaking seas. He soon got exhausted and sat hopelessly down on the rock.

The second officer thereupon tied a small line to one of the boat hooks and managed to throw this as a harpoon to the man, who at once understood the meaning of this manoeuvre. He tied the rope round his body and jumped into the breaking sea again. This time the sailors pulled the boat away from the shore and hauled in the line to which the man had lashed himself. Dragged over the reefs, he was skinned badly, but at last was safe in the boat, and about ten minutes later was on board the *Dortmund*, where his skinned legs were treated and bandaged, and where he received dry clothes and food.

No one on board could understand the shipwrecked man, who was a Chinaman, but so far as the Captain could make out he had been ashore there about eight days and had no food during this time. The Chinaman was on the way to Singapore with coconuts in a small boat. His shipmates were apparently drowned. The Captain of the *Dortmund*, who has had several times opportunities of taking shipwrecked men off sinking ships, declares that all the dangers in the open sea are small compared to those encountered on this occasion, to rescue a man from a bare rock so surrounded by coral reefs, that it was impossible to come close to. The greatest credit is due to Mr. Heintz for his skillful management of the boat, by which he rescued the Chinaman and gave him courage to attempt the journey through the surf. — *Singapore Free Press*.

BANANA STRAVERS PUNISHED.

SUCCULENT EDIBLES—TEMPTED THIEVES.

Chicken stealers occasionally stimulate the activity of peaceful folk but by way of diversion two members of the inveterate thieving fraternity of the Colony the other day transferred their pilfering propensities to the prosaic banana. The rascally ones, it appears, were driven to the act owing to circumstances over which they had no control, so to speak. According to the story told to the presiding magistrate this morning, it seems that a number of baskets containing bananas were lying on the pavement in a certain locality prior to being shipped. The presence of the delectable morsels intensified the thirst of the ne'er-do-wells, and selecting a basket containing a particularly juicy bunch, the ne'er-do-wells gently approached it, and, unfastening the basket, snatched a godly number of the fruit. They were about to beat a hasty retreat, when they suddenly felt themselves roughly handled by the collar, and the next moment found themselves in the company of one of His Majesty's guardians of the peace, minus the bananas. They appeared in the Police Court this morning and were each given seven days' State lodgings.

THE PHILIPPINES.

RICH GOLD FINDS.

What will produce the biggest mining sensation that has ever struck the Philippines has just been announced by the Turobaga Mining Company, says the Manila Times. Ore has been brought up which has been estimated by the Bureau of Science to run to the fabulous value of 30,000 to the ton.

The mine is located in Mambulao, province of Ambos Camarines, and is the property of Judge F. B. Rogers and others. The ore referred to has been taken from what is known as the Old Tumbaga mine. A shaft of 95 ft. depth has existed for a number of years, and has intermittently been worked by natives of the district. As the mine is in a low level country, it was necessary to bail out the water with buckets. This work took about fifteen days, and as a result the labourers were enabled to work only six hours. Even under these difficulties the labour was highly productive.

Recently the Tumbaga Mining Company have taken hold of the property, and have installed a complete new plant, including a Huntington mill, pumping plant, hoisting plant, rock crushers, concentrators, &c. The mine has been pumped out, and the astonishingly rich ore specimens which have just arrived in Manila are the first indication of the great value of the property.

The richest material is in a 3-inch vein, but alongside of this is a 6-inch vein which runs at least 500 feet long.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:

The week under review has been a dull one, so far as local stocks are concerned but a large business has been done in Rubber shares.

Banks.—Hongkong and Shanghai Banks have been a firmer market during the week and sales have been effected at the improved rate of \$905. The London rate is unchanged at \$93. Nationals continue in demand at \$65.

Marine Insurance.—Cantons are slightly weaker, and on offer at \$180. Unions have strengthened and buyers prevail at \$182. In the North, both Yangtzes and North Chinas are quiet at quotations.

Fire Insurance.—China Fires are neglected at \$115. Hongkong Fires have improved to \$360, at which rate sales have taken place.

Shipping.—There are sellers of China and Manillas at \$81. Douglas's are quiet and offering at \$33. In their report for the year ending 31st June, 1909, just issued to shareholders, the general managers state that after paying all running expenses, premia of insurance, remuneration to consulting committee and auditors' fees, there remains a balance at credit of Profit and Loss account of \$1,311,544 which with the approval of shareholders will be transferred to the reserve fund; from which, in order to provide for depreciation of the Company's properties, it is proposed to take the sum of \$35,950.33. The reserve fund will then stand at \$2,300,000. Hongkong, Canton and Macao Steamboats are obtainable at \$111. Indos are quiet and without business to report at \$50. In the North there are sellers at Tls. 44. Shell Transport continue firm and inquired for at 70/6d.

Refineries.—China Sugar have ceased down to \$146, at which rate sales have taken place and further buyers prevail. Luccas are offering at \$3. Perak Sugar have risen to Tls. 350, at which price they have been sold in the North.

Mining.—Sales of Chinese Engineering are reported at Tls. 18. Raubs have found buyers at \$5 and \$8.20. Docks, Wharves and Godowns.—Kowloon Wharves have ruled firm, and after sales at 56/ are in demand at the rate. Whampoa Docks have weakened to 55/6, at which they are on offer. Shanghai Docks are obtainable at Tls. 78. Hongkew Wharves are slightly easier, and can be had at Tls. 147.

Lands, Hotels and Buildings.—Hongkong Hotels are unaltered and can be secured at quotations. Hongkong Lands have sellers at \$104. Humphreys Estates are weaker and offering at 52/ with possible sellers at a lower rate.

Cotton Mills.—Hongkong Cottons have again been dealt in at 54/ closing with further buyers. Ewos have slightly improved and can be placed at Tls. 137. According to latest mail advices to hand from the North, changes in other Northern mills are as follows:—Internationals Tls. 89. Lou Kung Mows Tls. 111. and Soy Chees Tls. 460.

Miscellaneous.—China Biscuits have inquiries at 51/3. China Light and Powers are out of favour and can be had at 56/4. Dairy Farms remain firm and buyers have offered 51 1/2. Hongkong Electric have changed hands at 52 1/2 during the early part of the week, but at the close there are buyers at 52 1/2. Hongkong Ropes are in request at 53. During the week Sumatras rose to Tls. 126, in the North, but a further drop took place and at the close sales are reported at Tls. 108. Langkats continue to decline, and are nominally quoted at Tls. 850.

Rubbers.—The Rubber market has displayed considerable activity during the week and a marked advance in the prices of nearly all rubber stocks has taken place, in sympathy no doubt with the rise in the prices of Para and Plantation rubber, the latest quotation we have to hand giving 9/- per lb. for the former and 9 1/2/- per lb. for the latter. A fair volume of business has been done at increasing rates, closing with a further upward tendency. Anglo-Malays are in demand at 14/6d. Balingwies are firm and have inquiries at 56s (Singapore). Cattlefields were sold at 55/- and more can probably be had at 57/6. Golconda have been sold at 53/-, and Damianias at 86/4. Kuala Lumpur have improved to 63/- at which rate buyers prevail. Linggis have been dealt in to a fair extent at 23/- and 23 1/2 ex div, and at the close more are wanted at 24/-. Ragallas have declined to 22 (S'pore), but close in demand. Ledbury's have changed hands at 43/6, and 44/- and are now required for at 47/6. Shellfords have been sold at 31/6 and 34/-. Sengel Chops have found buyers during the week at 31/-, 35/- and 37/- closing with more inquiries. Sengel Kapas have been done at 73/-, 73/6 and 74/- and more can be placed at the higher rate. Sekongs are in demand at 20/- Singapore Johores and Sandycrofts are on offer at \$300 (S'pore) and \$700 (S'pore) respectively. Sagars are in favour at the increased rate of 95/- with no sellers under 105/.

Exchange.—The Banks selling rate on London is 1/8 15/16 on demand. The T/T rate on Shanghai is 74 1/2.

Dividends Payable.—Green Island Cements.—Interim of 35 cents per share for account 1909 payable on the 25th inst. Highland and Lowlands.—Interim of 1/6 per share for a/c 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—September Settlement 19th September: October 19th October. November 19th November. December 19th December.

Prof. Edgar Lee Hewett, of the Archaeological Institute of America, has discovered in the north-east of Arizona a cave much larger than the celebrated Kentucky cave. Among some ruins in the vicinity he discovered relics and household articles, the remains of an ancient race unknown to archaeologists.

S.S. "YUENSANG" SEIZED AT MANILA.

MORPHINE FOUND ON BOARD.

MORPHINE FOUND ON BOARD.

We take the following from the Manila Times of the 20th inst.:—Last Friday the British steamer *Yuensang* was, as a matter of fact, seized by the Customs authorities because a consignment of morphine was found on board by the secret service. By putting up a guarantee for the payment of whatever fine should be assessed, the local agents, Smith, Bell and Company, were allowed to clear the vessel for Hongkong on Friday afternoon.

A consignment of morphine contained in 40 packages, containing 1,342 kilos addressed to Francisco Manuel, at 20 Calle Tello, Toledo, was found on the vessel. In addition to this amount four packages of the morphine in powdered form was found on the person of another Filipino. This man went on board the vessel to get his property, and seeing that he was watched by the customs guard he jumped overboard, in the meantime losing hold of the morphine which came to the surface of the water and was confiscated by the customs.

YOUNG JAPAN.

A SYDNEY SCHOOLMASTER'S IMPRESSIONS.

Mr. D. T. Wiley, the headmaster of the Newtown Superior Public School, who has been touring in Japan, has written a letter from Yokohama to Mr. Dawson, the Chief Inspector of Schools, Sydney, from which the following extracts are taken:—"Landing at Nagasaki, I have just finished 1,200 miles' railway trip through the country in six days, stopping off at Moji, Shimomoseki, Myayona, Hiroshima, Kyoto, and Tokio. It is the loveliest land I ever saw. The choicest pictures of Japan we in Australia have ever seen may be multiplied and varied ten thousand times through the land. The industry which has levelled and terraced every available yard of land, often 2,000 ft. up the mountain sides, which has utilised the abundant water for irrigation, is incalculable. Yet at the same time the picturesque scenery has been so enhanced, while neatness, cleanliness, and order are evident everywhere but in the seaport towns. I have received from high and low official (probably noble), storekeeper and peasant, nothing but the utmost courtesy and consideration, and have received the most honest treatment. The railways are very comfortable; run at good speed and time, and arrangements for refreshment are excellent. Of course I have had an eye to schools all the time, and have passed hundreds. Usually the most notable building in a village or small town (after the temple) with abundance of lighting, generally one side almost entirely glass, a good playground, often furnished with means of play—as a 'giant stride.' The drill of the pupils seems a very important feature. Everywhere at recess times we saw lines of children managed with magnificent discipline and order. The children generally wear native dress, but the boys nearly always a black small-speaked cap, with a little gilt badge in front; it gives them a uniform appearance.

TWO HOURS IN A PRIMARY SCHOOL.

"I spent a couple of hours yesterday in a school I selected at random—I believe a typical large school, what I saw through the country were very similar. It is the Sakamoto school (primary), in Tokio, and the principal who conducted me over the premises is Mr. T. Mohonshu. I simply without any authority or notice whatever, rode to the gate in rickshaw. A porter was sweeping the entrance. I sent in my card, and was invited into the principal's room by an attendant, who next minute brought in a pot of tea (Japanese green, without milk or sugar). In a few minutes the principal arrived—a slight small man, of delicate features and physique. He spoke English with great difficulty, though he understood me pretty well, and read and wrote more easily than he spoke. I found this very common. Japs can often read and write pretty well, but for want of practice and modesty, find talking very awkward.

However, we managed to understand one another, and with the utmost courtesy he showed me the whole premises. The building is of wood, two-storied. Class-rooms were all single, except the music hall, which held about 300. Single or dual desks with top movable to position, and receptacle to hold material—every scholar had a uniform box or tray on the desk for articles, brushes, etc., in use. Every sewing girl had a clever little jap box with a couple of trays—sewing below; cotton, etc., above; and thimble, scissors, needle, etc., on top, cover over. Slates were used always with a dry felt writer. Drawing was from printed copies. I saw many classes at writing lesson; always the work was done with a brush as an arm movement, the hand having no rest whatever, and I think this practice is the secret of the wonderful skill in manipulative work which is characteristic of the people—free-arm drawing. The attendance of children is 1,200, and the staff numbers twenty-four teachers. Generally fifty to sixty children are taught by one teacher (teachers are all adults), in one case one hundred. The principal explained that 'the teacher is very skilled.'

LARGE AND WELL-LIGHTED ROOMS.

The rooms are the airiest and best lighted I ever saw—side light, the outer wall of each room almost entirely glass, the inner glazed above shoulder level of a man, the sashes movable to open on the corridor, which is chiefly glass in side. The rooms were scrupulously neat and clean. With classes in or empty there was no sign of disorderly material or of litter of any kind. They were bare; only in a few rooms a few photographs and some gaudy figures of mythological and religious monsters, and a couple of simple outline maps in one room—Japan and the World; but there is a special map and diagram room where, hanging on racks, are series (several dozens) of coloured, inexpensive illustrations of industries, geography, physical features, etc., of things foreign to Japanese, maps, etc. Another

Today's Advertisement.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"SOMALI," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 24th September, 1909.

Intimations.

CHEESE

CHOICE CANADIAN

STILTON:

60 Cents per lb.

THE

DAIRY FARM Co., LIMITED

Hongkong, 15th September, 1909.

[380]

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[47]

CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD.,

WINE MERCHANTS,

19, Queen's Road Central.

Telephone No. 125.



Hongkong, 24th September, 1909.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec,
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" "Empress" connects at Vancouver with a Special Mail Express-Train

and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port, 1st Class, 1st Cabin, 1st Stowage.

Via New York, 1st Class, 1st Cabin, 1st Stowage.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. KILGUS, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	"HANGSANG"	MONDAY, 27th Sept., 4 P.M.
SINGAPORE, PENANG & GALUTTA, KUMSANG	"TIENTSIN"	TUESDAY, 28th Sept., 3 P.M.
TIENTSIN v. CHEFOO & WAIWEI, CHUPHONG	"TIENTSIN"	TUESDAY, 28th Sept., 4 P.M.
MANILA	"LUONGSANG"	FRIDAY, 1st Oct., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 8th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	WEDNESDAY, 13th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Luongsang* and *Yuensang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Unsoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantai, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 24th September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU & ILOILO	"KAIFONG"	26th Sept., Daylight.
SHANGHAI	"LIAN"	26th " " "
HOIHOW & KEBAO	"HUIAN"	26th " " "
CEBU & ILOILO	"CHILU"	26th " " "
MANILA	"KAM"	27th " " 4 P.M.
TSINGTAI, CHEFOO & NEWCHANG	"KWATANG"	28th " " 3 P.M.
SHANGHAI	"CHIN HUA"	28th " " 4 P.M.
SHANGHAI	"CHEN HUA"	30th " " 3 P.M.
MANILA	"TAMING"	31st Oct., Daylight.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSHA"	5th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinshui*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 16. Hongkong, 24th September, 1909.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAPIO	9500	R. Rodgers	MANILA	SATURDAY, 25th Sept., at Noon
RUBI	9500	R. W. Almond	"	SATURDAY, 2nd Oct., at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 184. Hongkong, 24th September, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 26th Oct., 1909, at Noon.

S.S. MANSHU MARU 5,000 " " 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TALOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKO.	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 26th Oct., at Noon.
Do	"FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIGO MARU" H. Murayama	SUNDAY, 26th Sept., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Captain T. Sugi	WEDNESDAY, 29th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 23th September, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON	"HITACHI MARU" Capt. N. Matsumoto, Tons 7000	WEDNESDAY, 29th Oct., at Daylight.
ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KANAGAWA MARU" Capt. I. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"TANGO MARU" Capt. S. Ishikawa, Tons 8500 "AKI MARU" Capt. K. Sato, Tons 7000	TUESDAY, 28th Sept., at 4 P.M. TUESDAY, 19th Oct., at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU" Capt. M. Winkler, Tons 6000 "YAWATA MARU" Capt. T. Sekine, Tons 5000	THURSDAY, 30th Sept., at Noon. FRIDAY, 29th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 5000 "WAKASA MARU" Capt. N. Nielsen, Tons 6500	WEDNESDAY, 19th Sept., at Noon. FRIDAY, 1st Oct., at 5 P.M.
SHANGHAI, MOJI AND KOBE	"TOTOMI MARU" Capt. R. Smith, Tons 4500	SATURDAY, 2nd October.
BOMBAY, via SINGAPORE AND COLOMBO	"TAKASAKI MARU" Capt. A. Mocker, Tons 5000	TUESDAY, 28th September.

* Cargo only.

* Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyazaki Maru (Capt. T. Murai) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. Coffe) About Wednesday, 17th November.

Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 12th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, GOMTHERAL, AMER-ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 2nd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mooltan*, 9,621 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Arabia*, due in London on 13th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th September, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. G. Condy, will be despatched as above on the 2nd October.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 23rd September, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Swatara 6,231 S. Shotton 1909

Oceanic 4,657 F. W. Davies 2nd Oct.

Kamerik 6,231 J. Mathie 21st Oct.

America 4,363 Boyd 18th Nov.

Swatara 6,231 S. Shotton 16th Dec.

Swatara 6,231 S. Shotton 1910

Swatara 6,231 S. Shotton 13th Jan.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd September, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 20th September, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$1.

Meal.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and ISHIO ON S.S. CO., LD., No. 5 Queen's Road West.

Hongkong, 24th Sept., 1909.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ, CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "SURUGA" On 4th October.

FOR BOSTON AND NEW YORK: S.S. "ATHOLL" On or about 16th Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 15th September, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 11th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd September, 1909.

For Sale.

FOR SALE

AT GRACA & CO.

27, Des Vaux Road.

VIEW Post Cards and Asiatic Postage Stamps.

Novels, Books for parlour and household use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

Toy Books for Children.

Mailla Cigars and Cigarettes.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

COMPANY	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,000,000 \$15,100,000 \$16,100,000	\$2,001,810	Interim of £2 for account 1909 @ ex 1/91 = \$117 1/2	4 %	\$99 1/2 sales London 493
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$120,000	\$30,551	\$2 (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCES.								
Union Insurance Office, Limited	10,000	\$150	\$50	\$1,000,000 \$124,757 \$113,900 \$115,000 \$118,271 \$118,271 \$1,000,000	none	\$14 for 1907	7 1/2 %	\$180 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 102,747 Tls. 118,271 \$1,000,000	Tls. 160,513	Interim of 7/6 for 1908	5 1/2 %	Tls. 119
Union Insurance Society of Canton, Limited	18,400	\$150	\$100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$8,464,931	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$84 1/2 buyers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$707,617	\$12 and bonus \$3 for 1907	7 1/2 %	\$12 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$68,711	\$27 for 1907	8 %	\$360 ea. and b.
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,000 \$104,638 \$99,607 \$100,000 \$107,100 \$119,267 \$124,757	\$1,035	\$1 for 1906	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Nil	24 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$3 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	£23,755	6 1/2 for 1907 on Preference shares only @ ex 1/91 = \$5. 15 1/2	...	\$60
do. do. (Deferred)	60,000	£5	£5	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	£23,755	Final of 2 1/2 for 1908 and interim of 1 1/2 for a/c 1909	...	70/6d. buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	£68,817	\$1.00 for year ending 10.4.1909	4 %	\$36
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$3,111	\$0.50 for year ending 10.4.1909	3 1/2 %	\$15
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Dr. \$125,893	\$3 for 1897	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 9,173	Tls. 3 for year ending 31.8.08	...	Tls. 350 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	£11,156	Interim of 1/6 (coupon N. 12) for year ending 29.2.09	7 %	Tls. 18 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Dr. £3,191	No. 12 of 1/- = 48 cents	...	\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Dr. \$7,481	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$80,108	None	...	\$60 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$345,162	Interim of 1 1/2 for account 1909	12 1/2 %	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 6,161	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 78 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 147 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,000	\$50	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$24,411	\$1.20 on old and 60 cents on first new issue	...	\$17 1/2 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$19,172	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$27 1/2 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$26,475	Interim of 3 1/2 for account 1909	6 1/2 %	\$10 1/2 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$5,186	60 cents for 1908	6 1/2 %	\$0 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$378	\$1 1/2 for 1908	1 %	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 143,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$1,068	Interim of \$2 for account 1909	8 1/2 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 8,880	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 137 1/2 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$9,153	50 cents for year ending 31.7.08	6 %	\$6 1/2 ea. and b.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 89
Lao-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 4,820	Tls. 4 for 1908	...	Tls. 111
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 15,911	Tls. 50 for 1906	...	Tls. 465 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	£48	15 % per share for 1908	9 %	\$10
China-Borneo Company, Limited	60,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Nil	\$1.20 of 1908	...	\$13 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$61,158	50 cents for year ended 28.2.06	...	\$0 1/2 sellers
do. do. special shares	50,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$61,158	80 cents for 1908	8 1/2 %	\$5 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$8,000	\$1.50 for year ending 31.7.08	7 1/2 %	\$18 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$8,000	Final of 50 cents making 90 cents for 1908	10 %	\$8.70 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$5,751	80 cents for year ending 31.12.08	8 %	\$12
M. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$5,751	\$1 and bonus 20 cts. for year ending 29.7.09	6 %	\$20 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$5,195	Interim of \$1 for account 1909	10 %	\$188 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$7,616	Interim of \$1 for account 1909	8 1/2 %	\$23 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$2,190	Third quarterly of Tls. 1 1/2 for account 1909	7 %	Tls. 850
Maschappel & Co., Ltd.	25,000	Ga. 100	Ga. 100	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 216,622	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$2,204	None	3 %	\$9 buyers
Phillips Company, Limited	75,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Pa. 18,440	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 108 1/2 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Tls. 5,450	None	...	\$23 sales
South China Morning Post, Limited	6,000	\$15	\$15	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	Dr. \$56,602	40 cents for year ending 31.5.08	7 %	\$52
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$332	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$104,000	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$712	Interim of 1 1/2 % for account 1909	...	14/6
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	25 % for year ending 31.3.09	...	\$5 1/2 buyers
Balgonale Rubber Estate, Limited	20,000	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	\$7,400	None	...	\$17 1/2
Castlefield Rubber Estate, Limited (fully paid)	20,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
do. do. (contributory)	20,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	£8,784	None	...	\$17 1/2
do. do. (contributory)	181,454	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
Kuala Lumpur Rubber Co., Limited	18,400	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
Langkat Plantations, Limited (ordinary)	90,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
do. do. (7% pref.)	10,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
do. do. (8% pref.)	2,500	\$10	\$10	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
Ledbury Rubber Estates Limited	65,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2
do. do. (contributory)	40,000	£1	£1	\$1,000,000 \$124,757 \$105,243 \$118,271 \$1,000,000	none	None	...	\$17 1/2

* These shares are entitled to half of the profits

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